

Exclusive on Fangio!

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MOTOR RACING

Vol. 3—No. 7

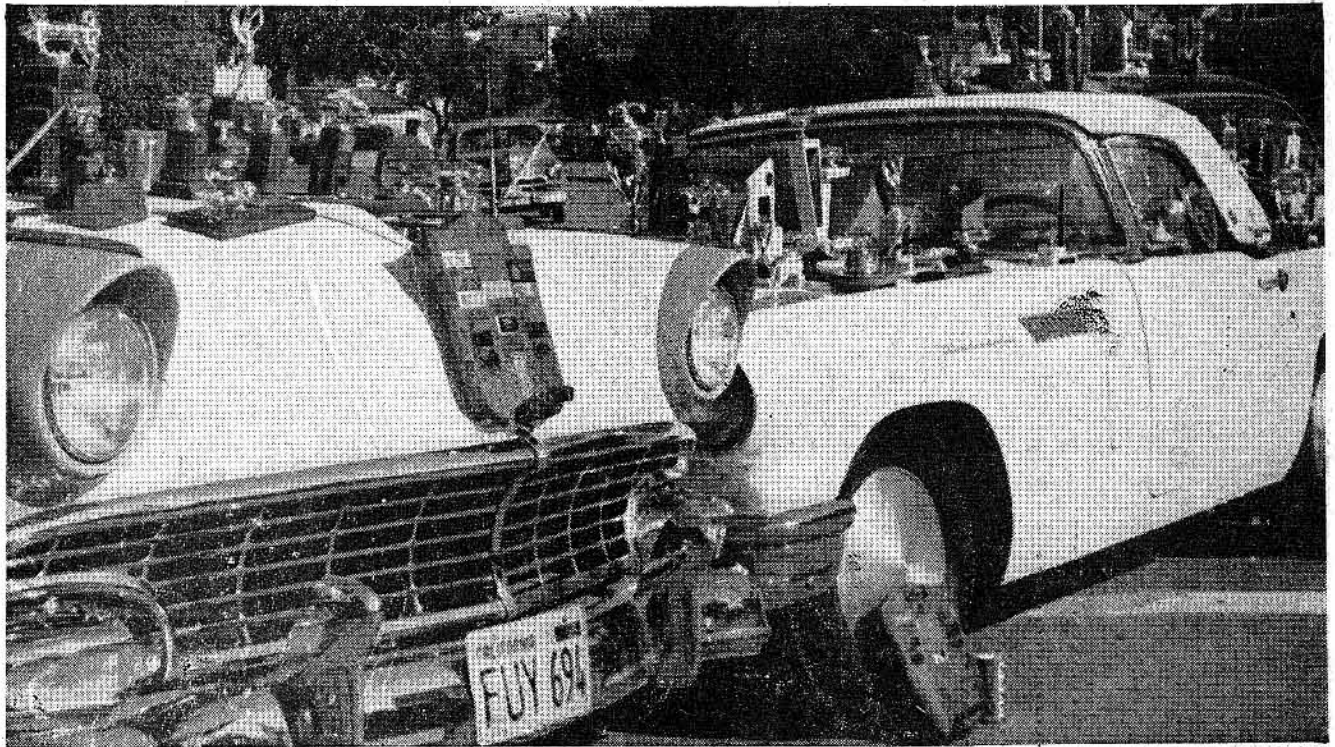
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Jan. 24-31, 1958



—MOTORACING Photos

AVID RALLYISTS—Atop these three cars, a '56 Ford, '57 T-Bird and '58 Volkswagen, rest 86 trophies, ranging from boo-boo prize to good sportsmanship award, won by the rallying Sparks family of Los Angeles. At right, standing from left, are Ann Sparks, Jerrie Sparks and Lynne Kress. Top to bottom, are Jack Sparks, Duane Sparks and Ted Sparks. They compete as a family team for the first time in a championship rallye when Long Beach MG Club stages its annual Great Western on Jan. 25. They are members of the Douglas Santa Monica SCC. See story on Page 2.



Nerpel's Car Concours Winner

The 500cc Club of America's Grand Prix concours, held last week at Chuck Porter's Sports Car Center, was a big success, with big crowds taking in the show.

Winner of Formula III homebuilts and judged best-of-show was Chuck Nerpel's beautiful Andre Special. Gene Levin's JBS won in production Formula III, while Joe Poletti's BBC Engineering Special (sprint car) was tops among the dirt track entrants. (Photo on Page 4.)

Report J. M. Fangio To Drive Maserati For Buell in 1958

BY RAMON SIXTA
Special to MOTORACING

BUENOS AIRES, Jan. 22—The burning question of who Juan Manuel Fangio, five-time world's champion from Argentina, will drive for this season since the Maserati factory pulled out of the racing scene, was learned exclusively here today.

A source generally believed to be reliable said Fangio will race for Temple Buell, wealthy Denver sportsman. The car for the entire Grand Prix season will be an independently-owned V12 Formula I Maserati, the report stated.

On the Buell stable as No. 2 driver, also in a Maserati, will be bespectacled Masten Gregory, Kansas City, Mo., who is now living in Rome.

Buell is expected to have three cars for the Grand Prix season.

Fangio will drive the Coloradoan's 4.7 Maserati at the Cuban Grand Prix in Havana, Feb. 24 (the race originally was to be held Feb. 16). This is the car (Continued on Page 6, Cols. 3-4)

Moss Wins Argentine Race in Cooper-Climax

BUENOS AIRES, Jan. 19—Some time back, when it was uncertain whether the Argentine Republic Grand Prix would come off, the big factories hesitated about sending their cars there.

England's Stirling Moss, however, shipped a Cooper-Climax here independently and headed for the race. It paid off for him.

Today, he won the race in the Cooper by 2.7 seconds over Luigi Musso, Ferrari. Mike Hawthorne, Ferrari, was 3rd, with World Champion Juan Manuel Fangio 4th in a Maserati.

Shelby, Miles Enter Mexico Race Feb. 8-9

GUADALAJARA, Jal., Mexico, Jan. 22.—A hectic program looms for the Guadalajara Road Races here Feb. 8-9 with receipt of entries from such expert pilots as Carroll Shelby, Dallas, 1956 unrestricted SCCA champion, and Ken Miles, Hollywood, one of the top under-1500cc drivers in the U.S., according to John Malone, U. S. representative for the races.

Shelby will drive a 2-liter Maserati; Miles, Stan Sugarman's Porsche RS.

Other entries, according to Malone, include Jim Hall, new dohc Lotus; Jim Smith, Ferrari, and Don Hulet, Jaguar Special.

An entry is expected from Ricardo Rodriguez, Mexico City, the sensational boy wonder who will be 16 next month.

Friday, Feb. 7—8 p.m., Cocktail party with floor show featuring Indian and folk dances at the Feria Casino.

Saturday, Feb. 8—8:30 p.m., Blessing of the race cars and drivers at the Zapopan Cathedral and parade through town to the race course. Drivers meeting and practice until noon. Short races (qualifying) till 4 p.m.; 5 p.m., Special bull fight exhibition for drivers, officials and guests at the Charro Arena; 8 p.m., Special party at the Feria Casino followed by dinner and night life tour of Guadalajara; 8 p.m., Club private cocktail party for officials and press.

Sunday, Feb. 9—11 a.m., First race; 8:30 p.m., Victory banquet and awards made at the Feria Casino.

Round trip fares to Guadalajara range from \$97.68 from Tijuana to about \$125 from Los Angeles.

Senior drivers interested in racing at Guadalajara should contact John Malone at State 4-3731 regarding details and starting money.

New Reventlow Car Debuts at Pomona

Lance Reventlow has filed an entry to drive a brand new modified Chevrolet Special in the sixth CSCC Pomona sports car road races, Feb. 8-9 at the Los Angeles County Fairgrounds.

Eric Hauser, winner of two main events in 1957, will handle the familiar Balchowsky Buick Special.

The Reventlow car was engineered by Richard Troutman and Stan Barnes.

Interested in Buys? They're Listed—Pg. 7

For the BIGGEST Classified Ad Section of any motor racing newspaper in the U. S., please turn to Page 7 of this issue and get in on some choice buys. Bargains galore.

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GUEST OF HONOR at the installation dinner-dance of the Women's Sports Car Club Saturday, Jan. 25, will be Sam Hanks, shown with some of the trophies that came his way after he won the famed 1957 Indianapolis 500. With him is pretty Lee Baker, incoming president of the WSCC. Affair will be held at Fox Hills Country Club in Culver City.

SCCA Approves National Rallye Program for '58

CLEVELAND, Jan. 18.—Driver and navigators in National Sports Car Club of America rallies now are on an equal footing with sports car pilots as far as annual point standings are concerned.

D-Jag Duel Seen At New Smyrna

NEW SMYRNA BEACH, Fla., Jan. 22.—There's a pretty good chance that several of the top drivers of Briggs Cunningham's Jaguar team, headed by Walt Hansgen, will be competing in the sports car races at New Smyrna Beach Airport Sunday, Feb. 16.

Carroll Shelby, Dallas, Texas, winner of the Paul Whiteman feature race at New Smyrna Beach last year in the first race program ever staged over the 2.4 mile black-top course is, tentatively planning to enter again.

Brabham Victor

AUKLAND, Jan. 11.—England's Jack Brabham, piloting a Cooper, won the New Zealand International Grand Prix today. He led from the 3rd lap to the finish in the 150-mile race. The time was 1:53:23.3.

Hansgen in Miami Win

MIAMI, Jan. 12.—Walt Hansgen, Westfield, N. J., driving Briggs Cunningham's D-Jaguar, got off to a lead in the SCCA

Feature Race Chart—Page 6

point standings by winning the year's first National race here today. He averaged 80.732mph for the 25-lap, 95-mile feature for the big modified cars.

Next came Ed Crawford, D-Jaguar; Russell Boss, D-Jaguar; Pete Lovely, Ferrari Testa Rossa; Charley Wallace, Porsche Spyder.

Carroll Shelby, Dallas, piloting Temple Buell's 4.7 Maserati, led for 15 laps, but was forced to withdraw when his oil pump blew up on the straight. One tour before, Shelby posted the fastest lap, 2:33.4, or 82.842mph.

Other winners and their averages were:

Roy Schechter, Lotus, 71.489, 25 laps; John Cuevas, Porsche Carrera, 69.553, 25 laps; Charles Kolb, Elva Mk III, 73.467, 8 laps; John Cuevas, Porsche Carrera, 69.46, 8 laps; Carroll Shelby, Maserati, 81.737, 8 laps (fastest lap: 2:32.2, or 83.495mph).

Florida Region of SCCA and Miami Sports Car Club staged the meet.

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1958 OFFICERS of Los Angeles Region of Sports Car Club of America were installed last week at annual dinner-dance of group held at the Banquet House in Arcadia. From left: Sam Caldwell, director; Dr. Ross Thompson, treasurer; Duane Alan, activities chairman; Bill Kinner, vice-president; Lindley Bothwell, regional executive; Vi Jones, secretary, and Charles Tillison, director. Absent were Bill (Slim) Larned and Jim Van Trees. Other photos on Page 3.



Racing Pow-Wow

By Maury Powell

GURNEY KNOCKED OUT OF G.P. CHANCE IN CUBA

CUBAN PROMOTERS have spiked John Edgar's plan to introduce Dan Gurney, Riverside phenom, into road racing's big-time circuit.

The Cubans invited only three Americans for the Feb. 24 hassle on the historic Malecon waterfront course—Masten Gregory, Phil Hill and Carroll Shelby. The last named wheels Edgar's 4.5 Maserati. The Encino patron informed MOTORACING he would try to sign Peter Collins, Luigi Musso or Jean Behra for the 4.9 Ferrari originally destined for Gurney.

In all probability Gurney's only Grand Prix opportunities, at least this year, will come at Riverside International Raceway. While there's nothing definite at this time, moves are being made for staging two major pro meets—one likely an FIA and the other involving USAC.

"Since the Cuba race is an invitational affair, there was nothing I could do about their refusal to invite Gurney," Edgar said. "However, Dan is young and there's plenty of time. It won't be long before they're begging for him as they do for Shelby now all over the world."

Incidentally, Shelby returns to the David Brown fold, the team which gave him some of his initial European opportunities, at Sebring. He'll gun an Aston Martin teamed with either Roy Brooks or Roy Salvadori. Despite the marque's troubles at Nassau, you can look for the Brown organization to put nothing but potent machinery on the starting grid March 22.

Cantrell Sets Paramount Record

DRIFTING—Paramount Ranch's one-lap track record was unofficially sliced by Billy Cantrell, veteran pro midjet auto driver, during a recent practice session . . . Gunning Whitey Theusen's Offy Special, Cantrell was clocked at 1:32.48 while also cutting some 1:33s, and it was his first time on the course! . . . Same day the beautiful white-with-blue-stripe Nethercutt Lotus was bashed on turn 4 and a Triumph crunched on turn 5 . . . Getting so that even the practice sessions are hairy.

BILL LOVE, a frequent winner's circle visitor in the AC Bristol last year, tries something new when he hops into one of JOE LUBIN'S Formula III rovers at Pomona Feb. 8-9. . . It's the car formerly tooled by JEAN GESLIN. . . The May 11 Mille Miglia has been officially limited to cars under 1600cc, knocking it out of FIA's titular circuit; too, the traditional northern course will be followed, dispelling rumors of a new southern course for the 1000-mile grind.

Lotus Hits 142 MPH at Monza

Cliff Allison set five new Class G Marks in a Lotus recently at Monza, according to Jay Chamberlain, distrib for that marque . . . Top speed was 142.016mph over the 50-kilometer route, the old record having been 138.69 . . . Jay also related that Lotus plans to convert the current Formula II machines for Formula I competition, and has built a new 5-speed transmission for this purpose; a new engine will replace the usual Coventry Climax power plant.

Suggested p.o.e. prices on the German Opel Caravans being handled by Buick dealers range from \$2194.35 in the East to \$2376.59 in the West . . . Gardena Stadium, the Los Angeles area's only regularly-operating short track, has begun work on stretching the 1/4-mile to a 1/3-mile oval, lengthening the clay strip on the eastern end through the present pit area; pits shift into the infield . . . Should be ready by end of May, with 2000 more seats hiking capacity to 9100.

Much luck to Ray Lavelly, who just took over as sales director for Ferrari here.

LAVELY JOINS FERRARI HERE

Ray Lavelly is the newly-appointed sales director of Ferrari Representatives of Calif., 1767 N. Cahuenga, Hollywood. His appointment was announced by Richie Ginther, widely known sports car driver, who is manager of the firm that distributes all Ferrari and Lancia cars here.

At the age of 20, Lavelly was

unquestionably the youngest promoter of auto racing in the country. He has promoted auto races in Oklahoma City, Houston, San Antonio, Kansas City, Detroit and Los Angeles.

In 1954 he was contest board representative for Oklahoma for the SCCA, and Oklahoma SCCA activities chairman in 1955.

MOTOR RACING

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LETTERS to the Editor

DEFENDS RODRIGUEZ

I note in THE WHEEL where Rod Carveth infers that young Ricardo Rodriguez may not be so hot because he was beaten by Ed Crawford at Nassau. Carveth has as much chance of attaining the class and driving finesse of Rodriguez as he (Carveth) has of ever beating Fangio!

D. L. Sturitz
San Francisco

THANKS, 500cc CLUB

I want to be sure you get told—the 500cc Club members certainly appreciate the big spread you gave our concours. You are doubtless partly responsible for its great success.

Cliff Heselton
No. Hollywood, Calif.

"TRUE JOURNALISM"

. . . I am enclosing my check for a year's subscription. I enjoy your paper tremendously. What I like is the different views of your different writers. You don't seem to control their stories. I think this is true journalism. Incidentally, I am R. E. for 1958 of our Red River Region SCCA. How about announcing our March 8-9 races at Mansfield, La.? I would be glad to send you some pre-race information. Is there a possibility you might be able to use it? Please advise me.

S. Ken Kendall
Shreveport, La.

EDITOR'S NOTE—Thank you. Yes, by all means send us the info.

SEEKS RACE DATES

Is it possible to find out in advance, of a particular road race or all road races, their spectator prices? Felt as though shafted at Pomona last year and haven't been to a race since. Hardly missed one since '49 either. Would appreciate information.

Keith Axelson
Los Angeles 64

EDITOR'S NOTE—If we can learn the tab, we'll inform you.

NO. CALIF. JAGUAR GROUP

Effective this month, we are sending you the Newsletter called the Jagazette which concerns the activities of the Jaguar Associate Group. This is a sports car club consisting of Jaguar owners only, in the No. California area. This letter is published once a month and I hope that from time to time you see fit to publish a little news about our organization. See you in Stockton.

Jim Payton
San Francisco

MOTORACING TO ALASKA

Enclosed is \$3 for one-year sub to your paper; copy sent to me by old Hot Rod pals in So. Calif. Our climate is not quite right for sports cars, but being an old enthusiast, I drive a Morgan Plus Four and we have a new Sports Car Club, headquarters, Anchorage, with 40 members. They are having rallies, gymkhanas, etc., some events on ice—good spin practice.

Here in Juneau we have only a few sports cars—one Austin-Healey, one Triumph, one Morgan, and two MGs, but some real hills and roads to run on, and only one stop light! I have been running with straight pipes, and with mountains on each side, no echo box needed.

N. W. Phillips
Juneau, Alaska

INTEREST IN GERMANY

We appreciate your kind cooperation in sending us the four issues of MOTORACING containing the complete report on crash helmets. Thank you very much.

Schubert-Werk K-G
Braunschweig, Germany

AD CORRECTION

Prices in an ad by Vilem B. Haan's Foreign Car Accessories was incorrect in the last issue. Valvoline oil should have been 50c and Castrol 60c, not vice versa.

Sparks Always Flying:

A Family On the Go . . . Rallye Every Chance They Get

By GUS V. VIGNOLLE

(Photos on Cover Page)

DUANE F. SPARKS is a Los Angeles CPA who long has had a penchant for cars. For four years he was on the pit crew for Ray Crawford and the Lincoln team in the Mexican road race.

When he and his charming wife, Jerrie, went to Indianapolis for the 1955 race, they stopped off in Detroit and bought a '54 Ford Thunderbird.

Three months later, Duane competed in his first rallye. Then, two months after that, his wife teamed with him, but the bug didn't take effect on her and she laid off for about one year.

But the serum had been introduced, and it "took" on Jerrie during the 1956 Santa Monica Douglas SCC's zingful Championship Desert Rallye.

They have been at it ever since, he as driver and she as navigator. And last June, their son Jack, 19, and his girl friend, Lynne Kress, took to the sport in his '54 Ford. Two months later, the bug bit their other son, Ted, 22, and his wife, Ann. They are in the swim with their '58 Volkswagens.

Now, the entire Sparks family rallies every time they get a chance. In less than 2½ years they have amassed an imposing array of 86 trophies of all sizes, kind and description, ranging from the boo-boo prize to a good sportsmanship award.

The Sparks have become one of the most rallying families in the U. S., if not in the world. On Jan. 25 they compete as a family team for the first time in a So. Calif. Council of Sports Car Clubs Championship rallye when the Long Beach MG Club stages its annual Great Western.

DOUGLAS MEMBERS

All six are associate members of the Douglas Santa Monica Club. In fact, Duane recently was chosen rallyemaster for the club, and they had to change the by-laws for an associate member to hold down the post!

Duane and Jerrie now rallye in a beautiful 1957 white, supercharged, air-conditioned Ford T-Bird.

Duane's first rallye, with a client as navigator, was the Upsandowns, staged by the Arrowhead Foreign Car Club. With Jerrie navigating for the first time, they took 16th in the Douglas SCC's initial Desert Rallye. They zeroed the last leg. When Jerrie returned to the wars a year later, they placed third in this same rallye. It was their first trophy—and they were on their way.

Duane and Jerrie, who finished 17th in the 1957 SCCSCC standings, enjoyed their best weekend last June. On a Saturday night

they scored their first open rallye victory in the Southwest SCC's Rallye de No Snailo. It ended at 5 a.m. in Covina, then they started the S.M. 4-Cyl. Club's Hill N' Gully Rallye, taking first guest and second overall.

Their heaviest action came last Aug. 17-18. They nabbed second in the Southwest's Hot Dog Rallye Saturday afternoon, finishing at 6 p.m. One hour later they started in AiResearch SCC's Willy the Wolf's Wayward Rallye. They wound up fourth at 1 a.m. in Saugus.

COVER 700 MILES

At 7 a.m., Sunday, they were on the Austin-Healey Club Owners' Monte Carlo Rallye to the San Fernando dragstrip. They took part in the drag action. Jack and Lynne won this one. Duane and Jerrie then made a practice run of the Desert Rallye to Palm Springs. They got home at midnight after covering 700 miles. This accounts for the 40,000 miles they put on their T-Bird in 11 months.

Using his mother's '56 Ford (with power steering and Fordomatic), Jack and Lynne this month took the AHOC Rallye Round the Orange with a fantastic 3-second error! The youngster will miss the local action for four months, since he leaves next month for Wabash College in Crawfordsville, Ind. But he already has made plans to enter the Compton 4-Cyl. Club's Over the Hill Championship Rallye in June.

Selected on the basis of her rallying experience, Jerrie navigated for Mopsy Pagan (Ford) in the last Mobil Economy Run. Shortly after, still tired from the grind, she and her husband competed in their longest rallye, the Lockheed SCC's 24-Hour championship.

MISS INSTRUCTION

After 23 hours and 55 minutes, with seventh or eighth practically cinched, they missed the last instruction and were knocked out of the running.

Pop and mom prefer strictly navigational rallies and avoid gimmick deals when possible. They don't resort to a lot of abacadabra or special instruments. They don't even own a stopwatch; they use only their T-Bird clock.

Duane spoke for the rallying Sparks when he made the laconic comment: "The only thing wrong is that it's too long between Sundays."

ROCA RESULTS

Results of Renault Owners Club of America slalom held Pan-Pacific parking lot:

FIRST OVERALL—Scott Krag, MGA. OVER 1500cc—1. David McGrath, Porsche; 2. Fred Church, TR2; 3. Lou Jones, Porsche. UNDER 1500cc—1. Ed Stewart, MGA; 2. Ken Lind, Porsche; 3. Bob Greenland, Porsche. OVER 3000cc—1. Jim Greenfield, Jaguar; 2. Bob Twist, Jaguar; 3. Bob Frumkin, Jaguar. WOMEN'S OPEN—1. Marge Hunter, TR2; 2. Gai Szidak, MG-TD; 3. Annette Cash, MGTF. SEDANS MEN—1. Jim Adams Jr., Renault; 2. Don Gneiding, Anglia; 3. Ron Hutchins, Renault. SEDANS WOMEN—1. Judy Haines, VW. MODIFIED—1. Scott Krag, MGA; 2. Ed Stewart, MG-

A; 3. Tom Twist, MG-A. AMERICAN—1. Ron Simmons, Chevy; 2. Ed Stewart, Ford. R. O. C. A. MEN—1. Bill Van Tichelt; 2. Ferdinand Earle; 3. D. E. Wolfe.

CHESTER HOME FIRST

W. H. Chester, in an Austin-Healey, won the rallye to the Imported Motor Show which started from Santa Monica and Burbank. Top five finishers:

1. W. H. Chester, Besco Club, Austin-Healey, 20s. off perfect 4-hour time; 2. Bill Brandes, Southwest Club, Mercedes 190-SL, 26s. off; 3. Warren Anderson, Santa Monica Four Cylinder Club, TR-3, 29s. off; 4. John Baines, Santa Monica Four Cylinder Club, MGA, 31s. off; 5. Dick Piper, Hughes Club, Austin-Healey, 34s. off.

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Vignettes

By Gus V. Vignolle

CHEERS FOR BETTY SHUTES; THE JUDGE SHOWED UP LATE

THAT WAS a real stunner at the SCCA (L.A. Region) annual shindig t'other night. Betty Shutes, a Porsche driver, took the 1957 Competition Point Standings first-place trophy. The gents always win this one. This was the first time in SCCA history that a gal has won it.



—MOTORACING Photo

BETTY SHUTES & BOTHWELL
For the 1st Time—a Gal

The sportsters were said to be in better control of their machinery due to its maneuverability.

Well, sir, that doesn't hold with CHIEF PARKER'S Skullbusters. I think they love nothing better than to pinch drivers of small cars. One nailed me (again!) for 50 in a 35 over what was virtually a freeway . . . switching lanes, no registration and everything else the Skullbusters could find for grounds.

You Make the Can if You Don't Get Up

In court, the judge was 45 MINUTES LATE in showing up. During the insufferable wait, the marshal asked one bloke to stop chewing gum and another one to stop reading his comic book!

His Majesty finally showed up and all the peons had to get up. What miserable bunk! It reminded me of Westbrook Pegler's tirade against judges. He wrote he had "found no law which authorizes judges to flounce around in robes or to engage in any of the sacerdotal flubdub to which they resort to put people in awe."

And then this gem from this word-stringing master:

" . . . if you do not get up when a judge mounts the bench and again when he calls it a day, you can go to jail. It can be worse than homicide to show contempt. No law says you must stand up. But one of their rules does and violation of this rule is contempt. Why should you have to get up because some bum goes to his work bench to start his day's job?"

Yeah, and to his job 45 MINUTES LATE!

Please don't expect to see this column in print again if (a) the magistrate who fined me (didn't make the can) sees this and (b) I have to appear before him again!

Temperature Drops as Cal Howard Drops in

Anyway, I cooled off when Cal Howard dropped over to the office, instead of the can, to see me. Cal is the celebrated cartoonist, idea man for the Truth or Consequences TV show and sports car aficionado.

He came over because he had to buy a white porcupine to be used on the show. They sell 'em at a pet joint across from the office.

Cal invited me to the corner for a Geritol and vodka. "What in hell is that?" I asked, befuddled. He explained it was a Tired Bloody Mary! Ha! I had too much to do and asked for a rain-check. "Next time you have to buy a white porcupine, I'll cadge that G&V," I said as he made for the door.

HURDY-GURDY—Wedding bells Jan. 22 for two nice people, Driver Jim Matthews of CBS and erstwhile-driver Maxine Fain . . . Ray Turnbull reports he's getting excellent cooperation from police and other agencies for staging of the Hawaii races May 9-10-11. That ad in MOTORACING last issue brought inquiries from prospective drivers in New Mexico. Ran into Walter Coleman at the Auto Show. He's the Cal Club grid marshal, and he said he'd hold down that post at Honolulu. Paying his own way . . . Not until after Feb. 1 will the CSCC announce its race dates. Nothing new on SCCA front. Wonder what there is to that '58 harmony deal?

To bolster sagging gates, Cal Club will charge \$3.50 per car (as many as 6 can hop on) Saturday (Feb. 8) at Pomona. Then the regular tab, whatever that is, on Sunday . . . More beefs on Jaguar. First it was Jerry Austin and Pete Woods, then Evelyn Swift got rid of her street model. And at Nassau, some fellow from Philly was raising hell over the treatment he was getting from the Jag kingfishers . . . Bill Love is steaming over the way he's being ignored by the AC Bristol people. That's not surprising; they never did anything for that guy who went bankrupt when Bob Oker was driving the marque. If there's no factory backing for Sebring March 22, they better not tell him who will be his co-driver. Love's mind is made up on that point—it'll be Gordon Crowder, who really came up with a lot of stuff in '57 . . . There was so much growling over upping the Alfa Romeo prices that Max Hoffman sends out some poop to the effect that he was successful in reducing the tab after a trip to the factory. He even sends photos. Ho-ho!

An Art Peck Would Be Welcome Around Here

CHUCK EASTMAN recently made the sage observation that the announcing at local races could stand improvement. Would that around these woods they had someone like ART PECK of CBS, who is the No. 1 microphone chap for all the Eastern races. He's a corker. You should have seen him operate at Nassau. He's in hot demand . . . ART ROSIEN, Mt. Kisco, N.Y., is the new pubrel director for SCCA at Westport. Succeeds DAVID ALLEN, who resigned . . . Note the new date for the Cuba Grand Prix in Havana—Feb. 24.

HANNIG & OLBRIICH report increasing interest in the sleek Rometsch at their enlarged quarters in No. Hollywood . . . Wonder if that match race for \$1000 will come off between GRIFF BORGESON, the writer, in a Plymouth Fury, and DAVID F. McGRATH, in a Porsche 1600 Super. Griff wrote the Fury could easily outcorner sports cars. McGrath took umbrage, challenged him to a duel for a grand at Paramount. Griff accepted, McGrath says . . .



—MOTORACING Photo

ONE OF best-liked pilots in So. Calif. sports car racing is Johnny Porter. He holds large trophy awarded him last week at SCCA banquet for outstanding service during the 1957 racing season.

The four-passenger Ford Thunderbird cost \$30 million to bring to the market. J. O. Wright, Ford Motor Company vice-president and Ford Division general manager, said today.

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—MOTORACING Photo

FOR OUTSTANDING service to L.A. Region of SCCA, Attorney Phil Curry, left, was presented huge trophy. Lindley Bothwell, re-elected regional exec, won '57 men's workers trophy with 5,400 points. Margaret Peterson earned 1st-place among women workers with 2,600 points for past year.

Betty Shutes Wins Top Honors

New officers were installed and competition and worker awards for 1957 were made at the annual banquet of the Los Angeles Region of SCCA, held last week in Arcadia.

Betty Shutes, Porsche driver, was awarded the trophy for topping the Competition Point Standings with a total of 7252. Trophies went to Lindley Bothwell, re-elected regional executive, and Margaret Peterson for top spots in men's and women's worker point standings.

Bothwell turned his over to Phil Curry, past R. E., who along with Johnny Porter was presented a huge award for outstanding service throughout the year. Competition Point Standings—1. Betty Shutes 7252; 2. Jack McAfee 6200; 3. Jerry Austin 5500; 4. Max Balchowsky 5500; 5. Lew Bracker 4875; 6. Bill Love 4850; 7. Bob Oker 4500; 8. Ruth Levy 4500; 9. Jim Par-

kinson 4000; 10. John Von Neumann 4000; 11. Bob Drake 3750; 12. Fred Woodward 3750; 13. Al Fleming 3600; 14. Bob Holbrook 3250; 15. Harry Morrow 3250.

Men Workers Point Standings—1. Lindley Bothwell 5400; 2. Duane Alan 5300; 3. Art Gebhart 4200; 4. Jim Van Trees 3850; 5. Gordon Capito 3550.

Women Workers Point Standings—1. Margaret Peterson 2600; 2. Natalie Gebhart 2400; 3. Kitty Fleming 2100; 4. Jean Burkhard 1900; 5. Vi Jones 1900; 6. Florence Brigandi 1800; 7. June Van Trees 1800.

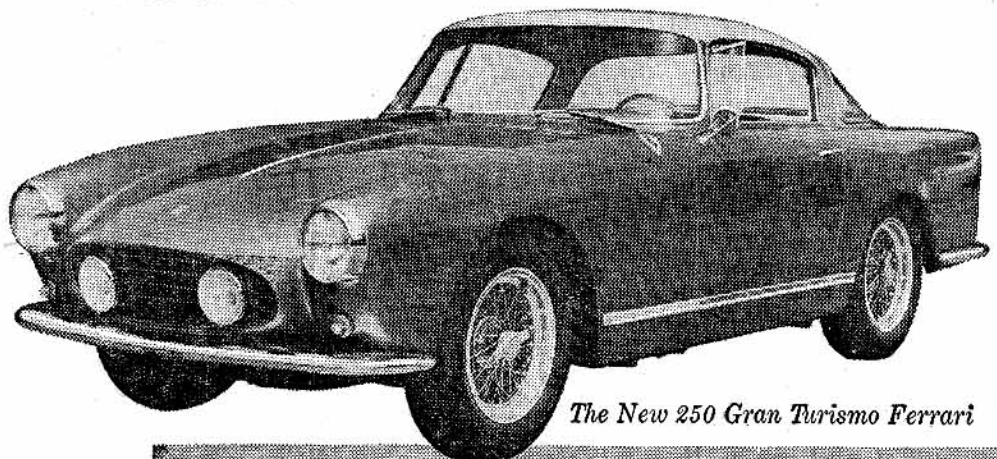
New officers—Regional Executive, Lindley Bothwell; vice-president, Bill Kinner; secretary, Vi Jones; treasurer, Ross Thompson; activities chairman, Duane Alan; directors—Sam Caldwell, Bill (Slim) Larned, Charles Tillitson, Jim Van Trees.

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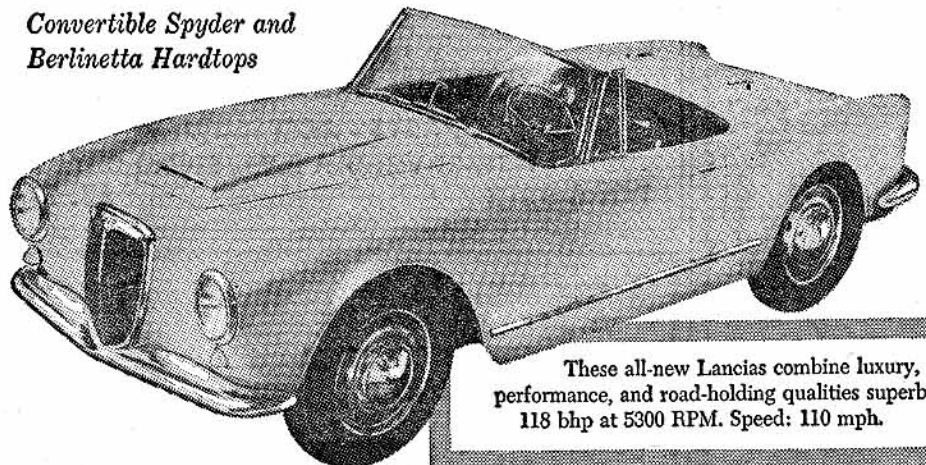


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San Francisco Newsletter

Dear Gus

By Tom Wilson

FINE HELP FOR NOVICES
BY NORTHERN DRIVERS CLUB

DEAR GUS:

With the desire to beat the first robin, the Racing Drivers Club staged its first practice session of 1958 at Kingdon Airport on Sunday, Jan. 12. A total of 84 cars were jockeyed by 92 drivers on the 1.9-mile course, with no accidents of any sort to mar the practice.

A one-hour skull session preceded the driving session of 47 first-time novices and then they could request a senior driver to ferry them around the course for first-hand instruction. The turnout of 47 new drivers in Northern California is a welcome addition to the local racing fraternity, since a scarcity was evident during the late races of last season.

Chick Leson seemed to have things under control during the chalk sessions, with John Barneson running the rest of the show as chairman of the practice session. Carl Block acted as registrar and also broke in as the new starter for SCCA. Johnny Fox acted as chief tech inspector and Glenn St. Louis provided a new service as clerk of the scales. The weight and its distribution was a revelation to some of the car owners. It seems that some of them are packing a lot more weight than the factory has been wont to admit.

The Racing Drivers Club plans more of these sessions and from all indications, it will greatly improve the quality of this year's crop of novice drivers and there will be fewer goof-offs among the senior drivers. The next school session is scheduled at Kingdon Airport Feb. 23, with a rain date of March 9. All drivers are welcome, providing their cars can pass tech and the SCCA helmets and safety belts are required.

"THE WHEELS ROLL ON..."

Gus, do you remember a year or two back when the S. F. Region came out with a scurrilous sheet that seemed to offend a good many of the SCCA wheels and was eventually abated for the good of the order by order of the Postmaster General. The executive committee of the S. F. Region seems to feel that it is worthy of revival and THE WHEEL has resumed publication with a whole stack of good resolutions by the same scribe who previously had his foot in his mouth more often than not. If you treat me right, I'll try to get you on the mailing list; you got a few good columns from it before.

EDITOR'S NOTE—Tom Wilson is the scribe for THE WHEEL, a terrific newsletter that was, and is, in great demand throughout many U.S. regions.

SO YOU WANT RACE?

Comes now the millennium. All of us can remember when races were very scarce and sponsors were even scarcer. The S. F. Region has at least four firm race dates for this year and also a national rally and regional hillclimb. And it is only the middle of January. Several groups are in the mood to build tracks and at least one is firm but we won't get excited until we see the black-top in position. Two races at Laguna Seca and the annuals at Stockton and Sacramento give the S. F. Local a good foundation to work on.

Well, it looks like a tough season and from certain rumors, we gather that you barely made it last year; remember, no new deals.

tom wilson

CALENDAR

JANUARY

25—Women's Sports Car Club installation and awards dinner-dance, Fox Hills Country Club, Culver City, 7:30 p.m.

26—1000 Kilometers of Buenos Aires Sports Car Race, Buenos Aires.

FEBRUARY

2—Grand Prix of Buenos Aires, Rosario City, Argentina.

2—Motorcycle Road Races, Riverside Raceway, 2 p.m.

8—New Zealand, Invercargill.

8-9—Tucson, So. Ariz., SCCA drivers' school, airfield about halfway between Tucson and Phoenix.

8-9—California Sports Car Club road races, L.A. County Fairgrounds, Pomona.

8-9—Guadalajara Auto Club Velocidad A.C. road races, Guadalajara, Jalisco, Mexico.

15—Old-Timer's Auto Racing Club Banquet, Western Club Cafe, Gardena, 7:30 p.m.

15-23—National Roadster Show, Oakland Exposition Building.

16—New Zealand, Championship of New Zealand (Sports Cars).

16—Florida Region SCCA, New Smyrna Beach second annual sports car road race, New Smyrna Beach Airport.

21-23—Speed Weeks races, Daytona Beach, Florida.

24—Cuba Grand Prix, Havana (Sports Cars).

24—Corvette Owners Club of No. Hollywood, talk by Zora Arkus-Duntov, Corvette engineer & designer. General Motors Training Center, 1105 Riverside Dr., Burbank.

MARCH

1—2nd SCCA Regional Valley of the Sun Races, Phoenix.

Wins \$113,055

USAC drivers divided \$1,091,098 in prize money paid for 131 sanctioned events in 1957.

Sam Hanks, Pacific Palisades, Calif., led with \$113,055, most of which was earned when he won the Indianapolis 500.

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Snell Memorial Foundation Helmet Accident Analysis

EDITOR'S NOTE—In keeping with its policy to aid and publicize any and all phases of racing having to do with safety, MOTORACING is happy to publish the Snell Memorial Foundation's initial records of accidents involving heads in sports car and other racing activities.

The hope is that in a few years, sufficient data will have been collected to be worth statistical analysis, and perhaps some valuable clues may come forth. The study will not be in conflict with the several others that are being done on accidents in general, for none, as far as it is known, are limited to data in detail concerning the head (and its covering).

Dr. George G. Snively, director of research for the Foundation, and the directors—Rod H. Aya, Hugh Henes, James R. Lowe, John P. Luce and Marjorie H. Snell—expect their main sources of information on this subject will be the SCCA and probably from USAC. No interest in the Foundation or its aims has ever been shown by the Calif. Sports Car Club.

The Snell Foundation originated in the San Francisco Region of SCCA. Following are two recent analyses:

I. ACCIDENT: Pebble Beach, 10 November, 1957.

Car: MG TD. Driver: S. W. Froines.

Estimated impact velocity: 65mph.

Accident summary: Oblique impact into hay bale with resultant end-over-end flip 3 times, car ending up on wheels. Driver stunned, never loss of consciousness. Facial and shoulder bruises. No fractures, no neurological residuals. Hospitalized for observation, released that evening.

II. Helmet:

Type: Bell 500-TX (full coverage).

Age: 2 months. Impacted area: Right temporal - frontal region. Shell:

Abraded moderately over primary impact area. Outer 7/8 of thickness split for distance of 3.5cm. back from edge at junction of frontal and temporal regions on right. Liner:

Compressed. In region of primary impact, to approximately 55% of initial thickness.

III. Comment:

Force required to attain this degree of liner compression of the order of magnitude of 3 times that which would be expected to fracture skull.

Remaining 55% thickness of liner more than adequate to handle energy of several additional blows of comparable magnitude, since initial loading causes more rapid deformation than later loading.

I. ACCIDENT: Drag Strip, Phoenix, October, 1957.

Car: "Money Olds" (rail-job dragster. Driver: J. Dillon. Estimated initial impact velocity: 150mph.

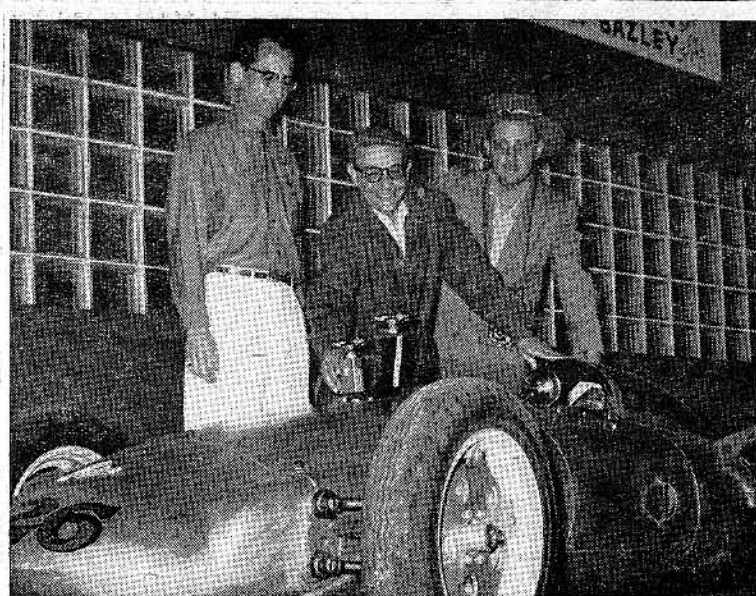
Accident Summary: Car apparently drifted to left, striking part of the timing light setup with left front of car. Lateral rolling then occurred, more than 4 and perhaps 6 or 7 times, essentially demolishing car, save for roll bar assembly. Driver wearing lap belt, shoulder harness, unhurt save for bruises and abrasions. Hospitalized for brief observation and x-rays only.

II. Helmet:

Type: Bell 500-TX (full coverage).

Age: Approx. 2 weeks. Impacted area: High right temporal area. Shell: Severely abraded over approximate 11x14cm. area. One area approximately 2cm. diameter suffered loss of outer

(Continued on Page 6, Col. 2)



—MOTORACING Photo

ANDRE SPECIAL was big winner last week in Grand Prix Concours staged by 500cc Club of America at Chuck Porter's Sports Car Center. It was judged best among Formula III homebuilts and also best-of-show. From left: Ray Poe, vicespres. of club; Chuck Nerpel, owner of car, and W. R. C. Shedenhelm, MOTORACING columnist and one of judges.

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Slightly Modified

BY W. R. C. SHEDENHELM

WE'VE BEEN thinking about the new SCCA ruling that says that in order to race a production car you must be the legal owner. Frankly, we don't think it will work. The Bank of America does not have that many competition drivers.

NASSAU

As Bruce Kesler tells it, the police guards at the pit gate at Nassau were really strict. If you didn't have the proper passes, you didn't get in, period. Just as Bruce and Lance Reventlow arrived, the guard was having a little trouble with a six-foot colored chap who was shouting indignantly, "And what makes you think I'm NOT Masten Gregory?"

FOR SALE

1957 Furslugger 1500 Production Roadster. Took 10 wins last year in the Under-1500cc Production Class. Complete with trailer, 10 extra wheels, 2000cc block, three-quarter and full-race cams and nitro injector. Over \$4000 in production goodies. Contact Dashilebe Hamsibo, Box 86, MotoRacing.

THE KNAVE WONDERS . . .

What prominent driver, who is in the refrigerator racket, has his entire research staff trying to perfect martini pop-sicles for pit use?

SPECIAL SPECIAL

We got to checking on McCoy "35" model airplane engines the other day. The little beggars turn out six-tenths of a horsepower at 12,500 rpm. Only .35 of a cubic inch displacement, of course, but we're thinking seriously of building a Class H car using McCoy engines for power.

"Ladies and gentlemen, the Pooh Bear-McCoy Special seems to be missing on 47 cylinders, but is still going strong. There he goes down the back straight, sweeping by von Neumann with a burst of power from the remaining 81 cylinders. Oh, he's making a pit stop. The crew is frantically changing the 47 faulty cylinders and he's back in the race after 12 seconds in the pits!"

Boy, we can see it now.

TV-TYPE JINGLE

"You'll wonder where your front teeth went, If you flip your car on the cement!"

FROM OUT THE SUNLIT BOWERS

Much against our better judgment, we herewith report Rod Bowers' two favorite conundrums:

BOWERS: Say, Shendelholm, what's square like a box, red like socks and flies?"

WRCS: "Wha . . . ?"

BOWERS: (Convulsed) "A flying red sock box!"

Later, long after we should have gone home and forgot the whole thing.

BOWERS: "Say, Shiddlehome,

what's green, grows and has wheels?"

WRCS: "Wha . . . ?"

BOWERS: (In hysterics) "Grass!" (Falling off bar stool.) "I lied about the wheels!"

A SKIP CONKLIN PORTRAIT

Very few people, seeing Skip Conklin today, a withered, grey-haired chicken plucker, realize that he was once an internationally famous race car driver. Indeed, it was only through a technical error that he lost the 1938 Riviera Grand Prix, better known as "The Race for the Cannes."

Skip was driving his famous Lotus, lovingly called the "Chitty-Chitty-Barf-Barf." (No tricks, now, type-setter!) This was a particularly difficult car to drive, mostly due to the fact that Colin Chapman was only 10 years old and hadn't designed the car yet.

Skip was disqualified for excess weight-paring when an official leaned on the bonnet and went through up to his armpit.

The car was so light that they had to use carbon dioxide in the tires to keep it on the road.

COMES THE RESOLUTION

Due to the protests about too much drinking in this column, the last time we stopped by the Grand Prix, we did so with the very firm intention of having only one beer. We did. It was Hamm's.

RALLIES

JANUARY

- 25—Long Beach MG Club Great Western Rallye, Lakewood and Firestone Blvds., Downey, 7 a.m.
- 26—Long Island Sports Car Assn. Separation Rally Mark II, Whitman Lanes, Route 110, Huntington, L.I., 11 a.m.
- 26—TC Owners Tour to the Mountains, DuPar's Restaurant, Hollywood, 7 a.m.
- 26—Jaguar Owners Club Just-A-Rallye, Hody's Drive-In, Ventura and Sepulveda Blvds., 10 a.m.
- 26—Singer Owners Club meeting and rallye, 12 noon, Stevens Restaurant, Atlantic Blvd. at Santa Ana Freeway.

FEBRUARY

- 2—Compton FCC, Scotchman's Delight Economy run, Carter's Mobil Station, 3929 E. Gage, Bell, 9 a.m.
- 2—South Bay FCC Inaugural rallye, Archie's Coffee Shop, 174th and Crenshaw Blvds., Torrance, 8 a.m.
- 2—Thunderbird Foreign Car Club, 10th semi-annual Gymkhana, Sears parking lot, Pomona, 9 a.m.
- 9—Austin-Healey Owners Club Do-It-Yourself Rallye II, May Co. parking lot, Lakewood Blvd. between Del Amo and Candlewood, 8:30 a.m.
- 9—DKW Owners Club Hase and Hude Rallye, 12100 block of Ventura Place, Studio City, 10 a.m.
- 14-16—Las Vegas and L.A. SCCA Regions, Las Vegas Rallye.
- 15-16—Mercedes-Benz Club of America, Los Angeles section, Vegas Gambol.
- 16—San Diego SCC, Don Diego VIII Rallye.

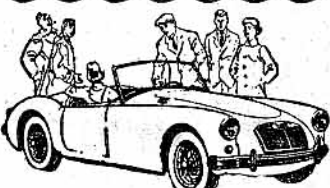
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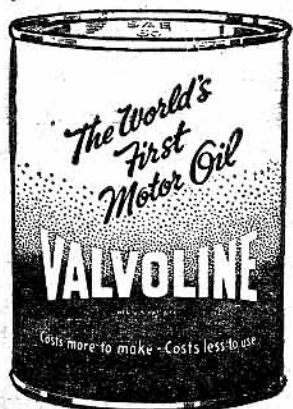
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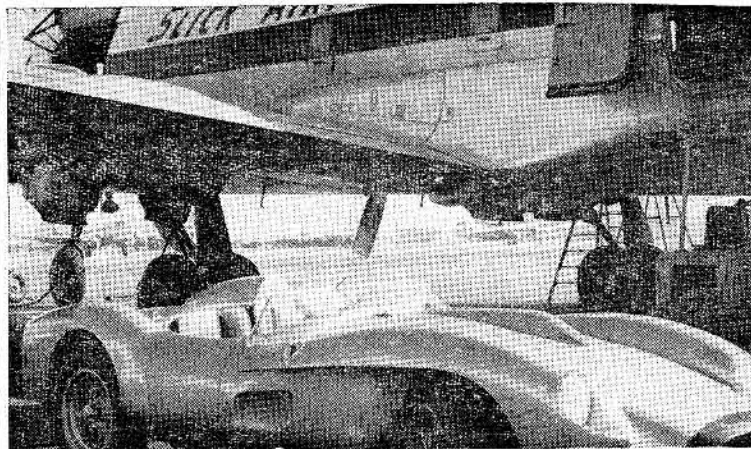
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—MOTORACING Photo
GLEAMING NEW 3-liter Ferrari, owned by Johnny von Neumann, was loaded last week on Slick Airfreighter bound for Buenos Aires. Johnny drives 12-cylinder Testa Rossa in 1,000 Kilometers of Buenos Aires for sports cars Jan. 26.

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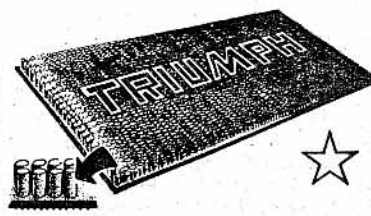
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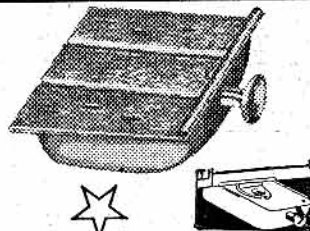
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Gray Hammered Finish \$1.65
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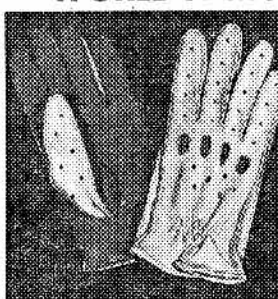
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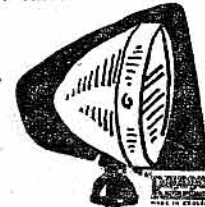
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European Scene

By W. Robert Nitske

MOSS RECORD SAFE AS MILLE MIGLIA LIMIT SET

THE HISTORIC Mille Miglia has again been scheduled to take place on May 11, despite forceful opposition by many prominent groups, particularly parts of the powerful Italian press.

This 1000-mile cross country event will, however, be a strictly production touring car proposition this year, and no super-horsepowered sports-racing cars will be allowed to compete. The engine displacement limit of 1600cc will insure that the record of 98.01mph made by Stirling Moss in his Mercedes-Benz SLR in 1955 will not be broken.

The withdrawal announcement of Maserati from Grand Prix competition in 1958 was a most disappointing development to racing enthusiasts in Europe and elsewhere. The complaints of Enzo Ferrari at the beginning of the last season apparently resulted in an acceptable compromise by the Commandatore, but the officials of Maserati had seemed perfectly content with their arrangement, without wailing.

Perhaps the debacle at Caracas, when two of their machines burned up and Ferrari pranced in an overwhelming victory procession across the finish line to capture the previously undecided championship, made Maserati give up racing.

The cost of maintaining a team for a Grand Prix racing season is truly staggering, despite the huge starting fees and premiums by suppliers paid to the factories. At the hotel we stayed in Francorchamps, the Maserati team of mechanics (the drivers and officials stayed at a more fashionable hostelry at the Spa) consisted of more than 20 people who had brought six complete cars, a transportable workshop, plus six extra fuel-injection engines, on three huge trucks for the Belgian Grand Prix. The cost of the wine consumed at the meals alone was a significant expense item.

IT TAKES MONEY

A complete calendar of championship Grand Prix racing events for 1958 has been published by the Federation Internationale de L'Automobile, and it is hoped that they will all take place as announced. With the several financially disastrous events

staged last year, the running of such important races as the German Grand Prix at the Nurburgring were in doubt.

Now, with the Maserati factory not participating this year, and consequently lesser attendance than even last year, those sponsoring clubs will undoubtedly have to dig ever deeper into their reserves to defray the tremendous expenses.

Re-entry by Daimler-Benz would greatly boost attendance by enthusiastic spectators at all Grand Prix events, but such participation, while not entirely ruled out, is certainly not at all assured. Indeed, a victorious season with but spotty competition may not bring too much prestige to a company which does not need hollow victories to boost its eminence.

PORSCHE RECORDS

Those who wondered what ever became of the records set by the Porsche Speedster at the Monza track last March, might be interested to know that they are now officially recognized. The mills of the FIA grind exceedingly slowly. The three announced international 2-liter class records for 1000 miles, 2000 kilometers, and for 12 hours are held by von Frankenberg, Rolf Goetze, and Paul Straehle.

The production Carrera engine was bored out to 1529cc, and the car used Continental tires and Bosch plugs.

World records are the best performance achieved for certain distances (as 1000 miles) or times (as 24-hours), regardless of engine displacement of the vehicle. International records, on the other hand, are those achieved by certain displacement engines and are divided into class records, all duly recognized by the ruling body, the FIA.

SNELL FOUNDATION

(Continued from Page 4)

50% of fiberglass, 10cm. from leading edge, 12cm. from midline. Liner: Compressed in localized area, linear, 2x5cm., immediately beneath the above cm. "gouged" area of shell to approximately 70% of original thickness. 30% deflection).

III. Comment: Force required to attain this degree of linear compression of the same order of magnitude as that which would be expected to fracture skull.

Remaining 70% liner thickness more than adequate to handle multiple similar impact energies, particularly since actual area of compression is relatively small and localized.

Miami Feature Race Chart

Florida Region of SCCA National races, Miami. 6th race for big modifieds, 25 laps, 95 miles. Master Field airport course: approx. 4 miles. Story on Page 1.

Pos.	Car No.	Driver	Car	Class	Pos.
1	60	Walter Hansgen	D-Jaguar	1-C.M.	
2	61	Ed Crawford	D-Jaguar	2-C.M.	
3	62	Russell Boss	D-Jaguar	3-C.M.	
4	25	Pete Lovely	Ferrari T. R.	1-E.M.	
5	0	Charles Wallace	Porsche Spyder	1-F.M.	
6	140	Robert Holbert	Porsche Spyder	2-F.M.	
7	124	Peter Tempier	Jaguar XKSS	4-C.M.	
8	74	J. Quakenbush	Ferrari	2-E.M.	
9	12	Joe Shepard	Lotus	3-F.M.	
10	115	James Johnston	Ferrari	1-D.M.	
11	73	Austin Young	Ferrari	5-C.M.	
12	68	Newton Davis	Porsche Spyder	4-F.M.	
13	96	George Arents	Ferrari	2-D.M.	
14	92	George Reed	Ferrari	1-B.M.	
15	14	Reese Makins	Corvette	1-B.P.	
16	82	Robert Doane	Corvette	2-B.P.	
17	199	Lee Lilley	Tomco Special	5-F.M.	
18	70	Ernest Robinson	Austin Healey	3-D.M.	

Winning time—64:55.6; average speed—80.732mph. Lap 14 fastest lap—Carroll Shelby, 2:33.4 or 82.842mph.

Volkswagens Sweep 10,738-Mile Rallye

THIS 19-DAY AUSTRALIA GRIND WAS RUGGED!

(Editor's Note: Following is specially written from the first official recap of results received from the recent 19-day Round Australia Rallye. This account illustrates why the "Down Under" rallye is possibly the most gruelling auto competition in the world.)

In a fantastic display of ruggedness and reliability, Volkswagen cars swept an international field of entries to win the first six places and the three team awards in the recent Mobilgas Round Australia Rallye, over 10,738 miles of some of the most primitive roadway in the world.

Many automotive experts consider the Australian rallye the toughest car competition anywhere. Some of the roads over which it is run are actually backwoods trails hundreds of miles from civilization. This year the rallye cars ran into every kind of weather—desert heat, fog, choking dust storms, hail, snow and rainstorms that sometimes put the roads under six inches of slippery mud.

This gruelling competition was scored according to international rallye practice. The cars were scrutineered before and after the event, and except for minor safety modifications they were strictly stock. They had to cover each leg of the course in a given number of hours, minutes and

seconds or lose points in accordance with a carefully worked out penalty system. The run began at Melbourne, went completely around the island continent, and wound up at Melbourne 19 days later. This year 86 cars started—including 19 European and American makes—and only 52 finished.

ANIMAL HAZARDS

That any finished at all is a minor miracle. The weather and the near-impossible roads were only some of the hazards. Others were wild and aggressive animals peculiar to the Australian "outback"—emus, wild pigs and horses and kangaroos. One driver reported being chased by a 'roo at 40mph!

The toughest part of the race was a 500-mile leg through what Australians call "the great silence." In this desolate northern part of the continent the roads are mere wheel ruts, there is no telephone or telegraph, and the drivers are completely cut off from the outside world. Regulations required that each car carry large emergency rations of food, as well as de-ditching equipment. The additional load made another heavy handicap in the race against time.

MANY GOT LOST

To even the odds against non-Aussie drivers, portions of the course were a closely-kept secret. Here the drivers were given instructions like "bear north for three miles, turn left at fork for 1.3 miles," and so on. Even local drivers lost their way, sometimes by hundreds of miles.

In spite of the tremendous difficulties, the first-place VW, driven by garage owner-automotive writer Laurie Whitehead of Melbourne, won with a score of only 13 penalty points. He was teamed with Kevin Young, also of Melbourne. The last place car, by way of contrast, lost 3943 points. The rallye boasts larger cash prizes than any other Australian sporting event, and for their magnificent showing the victors won more than \$8700 and a room full of trophies.



WINNERS—Laurels and champagne go to Laurie Whitehead, center, and Kevin Young, right, who drove a Volkswagen to victory in Around Australia rallye with loss of only 13 points. They covered grind of nearly 11,000 miles in 19 days.

Fangio Drives for Buell

(Continued from Page 1)

Gregory drove at Nassau, and Carroll Shelby at Miami last Jan. 12.

POORLY PREPARED

This car was poorly prepared for Nassau, but extensive improvements are planned for the future.

Although Maserati is out of the picture, the factory is prepared to give its support in 1958 racing for those having the money to pay for it. It is believed the factory will maintain Buell's cars in European racing for a sizable fee.

A race slated for San Salvador one week after Cuba is not expected to lure Fangio, since inside sources say there is insufficient appearance money for the famed world's champion.

MISSES SEBRING?

Another development was that Gregory probably would not race at Sebring March 22. He does not have a ride at this writing. He has indicated that he wants to

retain his "amateur" status in the U.S.

At Havana, Shelby will drive John Edgar's 4.5 Maserati. Edgar said he is seeking either Peter Collins, of England, or Jean Behra, of France, to pilot his 4.9 Ferrari.

Work is the curse of the drinking class.

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Tour No. 2 is the same, except that it leaves Los Angeles at 9 a. m., with a 3½-hour layover in Tijuana. **\$141**

Tour No. 3 is the same, except that it leaves Los Angeles at 2 p. m., arriving at Tijuana at 3 and departing for Guadalajara at 3:30 after customs inspection. **\$154**

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Handbuilt Sportsters In Oakland Show

OAKLAND, Jan. 22—More than 125 handbuilt sports cars, hand-made hot rods and handformed custom cars will be displayed at the National Roadster Show Feb. 15-23 in the Oakland Exposition Building as the unique production goes into its ninth consecutive year of glorifying creative car builders.

The National Roadster Show publicly exhibits automobiles constructed by individuals—not stock models produced by factories, it was explained by Mary L. Slonaker, show manager.

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HOW ABOUT THOSE DUES?
Sports Car Club of America's Regional dues have to be paid before SCCA's National membership cards are issued, advises Geri Fleming. Regional dues, in the amount of \$5, are to be mailed to Mrs. Vi Jones, 1951 Chilton Drive, Glendale, Calif. Vi Jones, in turn, will send out the National membership cards.

TALK ON CORVETTES
SLATED JAN. 24
Zora Arkus-Duntov, noted Corvette engineer and designer, will be the speaker at a meeting of the Corvette Owners Club of No. Hollywood, Friday, Jan. 24, according to Ray L. Hunt, club president.

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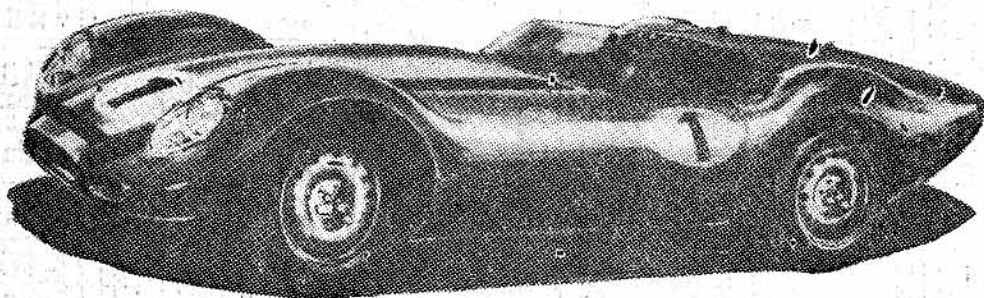
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